



Construction RV *Adriaen Coenen*



Progress report #14: April 2022

The RV *Adriaen Coenen* is a new shipbuilding project for the Dutch national research fleet. The fleet is owned and operated by the National Marine Facilities (NMF), a department of the Royal Netherlands Institute for Sea Research (NIOZ). The NMF fleet consists of three vessels capable of conducting research from the shallow coastal waters out into the open ocean.

The RV *Adriaen Coenen* is intended to replace the Wadden Sea research vessel RV *Stern*, and with its shallow draught of 1 meter it is specifically designed for day trips for research in the Wadden Sea or the Zeeland delta.

With a permanent crew of one, the RV *Adriaen Coenen* will offer state-of-the-art daytime facilities for a maximum of 12 passengers, and is equipped with rudimentary dry and wet lab facilities. The deck will also facilitate all of the research activities that an A- and a J-frame can offer.

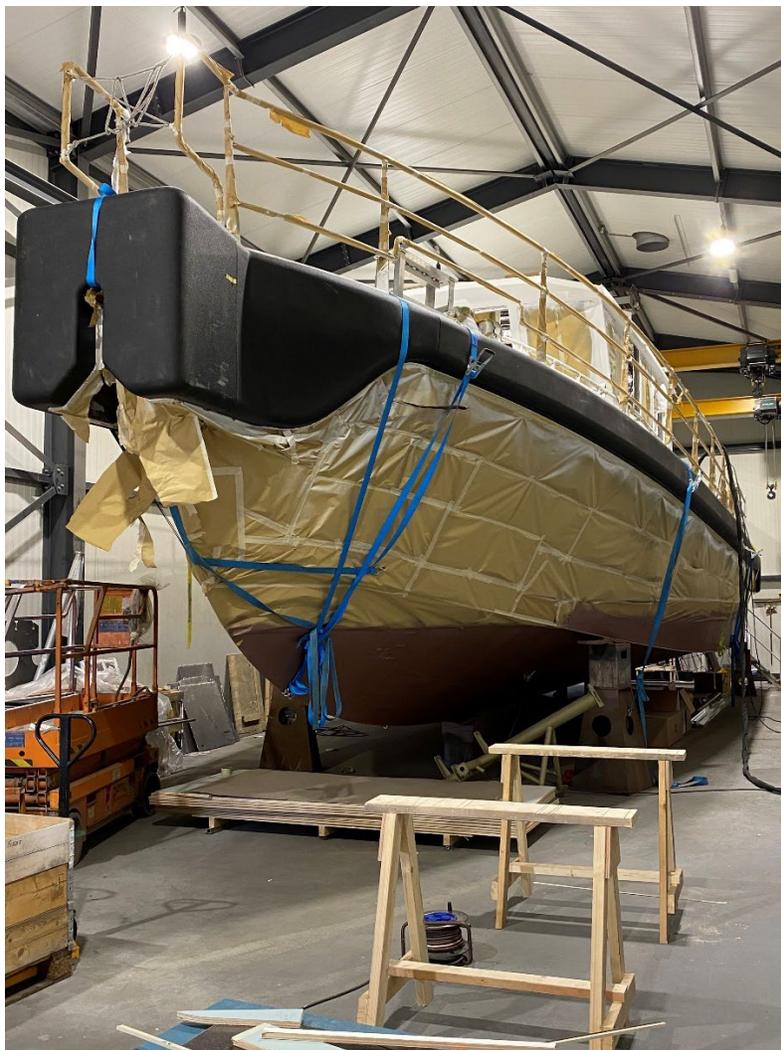
The RV *Adriaen Coenen* is being built by Next Generation Shipyards in Lauwersoog, and will be delivered in mid-2022.

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The finishing touches

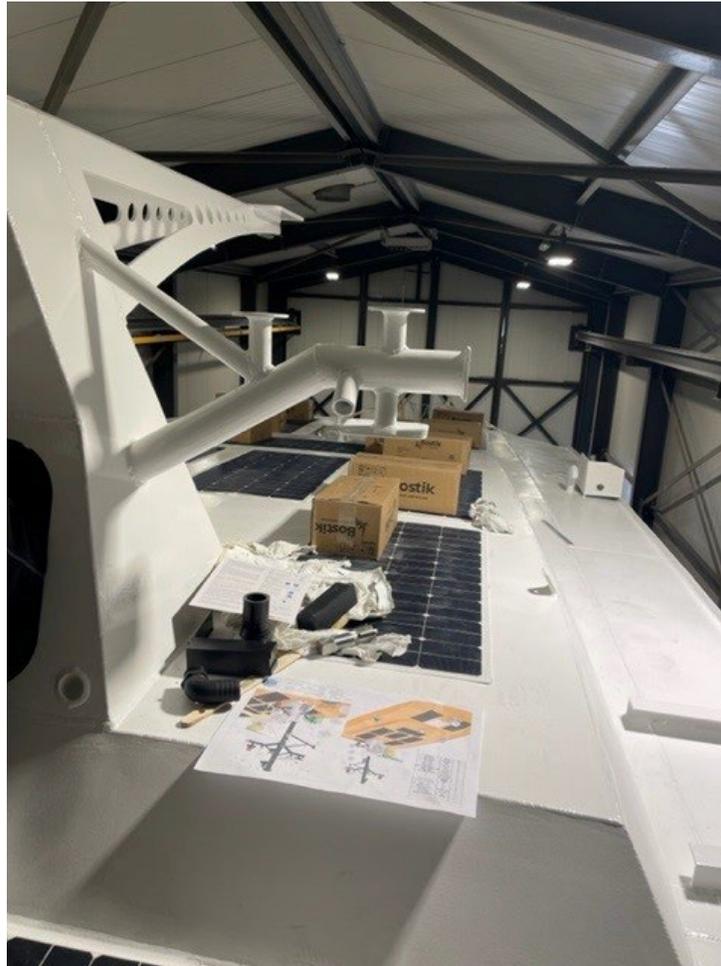
As the construction of the RV *Adriaen Coenen* enters its final months, it is easy to see the progress from week to week. But there is still so much to do that an outsider might have trouble imagining how the nest of cables and pipes will soon be connected, secured and transformed into a seaworthy vessel.



State of affairs in late April. The first layers of the paint system have already been applied. Areas of the hull that will not be painted have been masked off. The protective bumper has also been fitted to the bow push head.

Solar panels

To make the vessel as energy-efficient as possible, solar panels have been installed on the roof of the wheelhouse. The main engines generate enough energy to charge the service batteries. But when the vessel is beached or sitting at anchor with the engines switched off, the on-board service batteries can be powered by the solar panels. This allows the service batteries to provide enough energy to power the vessel for 6 hours, or more than 8 hours with the help of the auxiliary generator (depending on the load).



The solar panels on the wheelhouse roof ©FH

Working deck

The contours of the wet lab are starting to take shape on the working deck aft of the wheelhouse. A work table will be installed on the aluminium frame, with connections for salt- and fresh water and an electric power supply. The work table lighting will feature standard white light, as well as special green lighting that produces less glare.

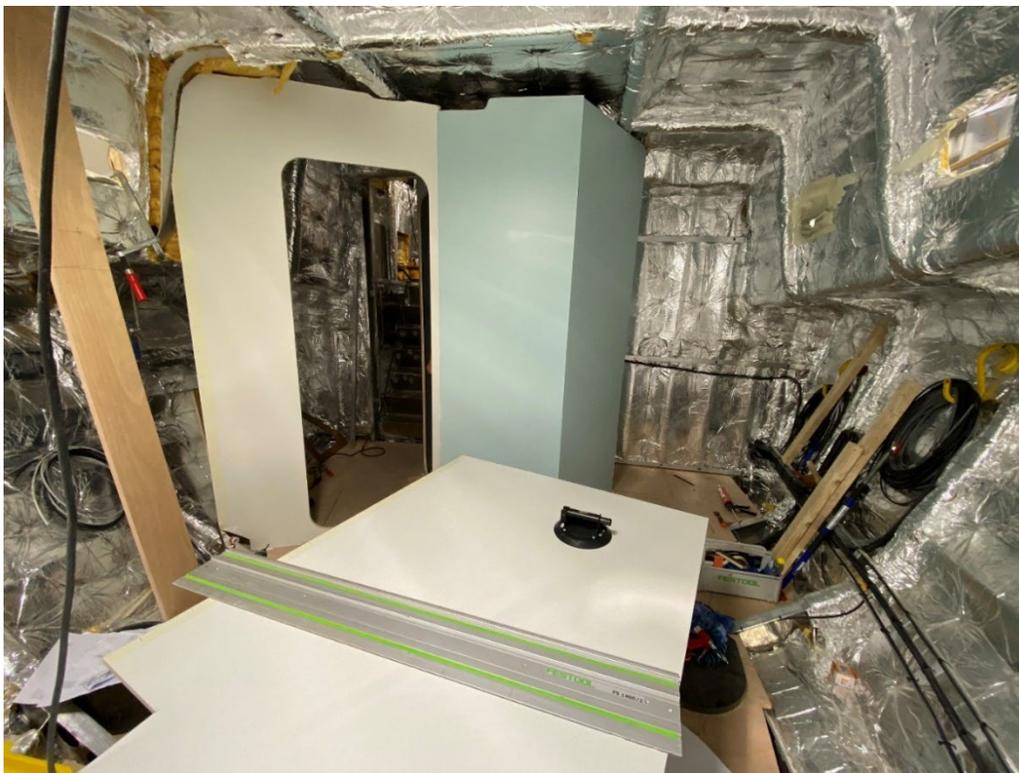


The wet lab frame aft of the wheelhouse.

Superstructure

Work has begun on the various cabins in the superstructure. The insulation and decks have been installed, and workers are currently fitting the bulkheads. The first bulkheads have already been fitted in the forecabin. This area features an enclosed space and a head/shower unit, as well as a galley, storage facilities and combined sitting/sleeping space with two folding berths.

The entire interior and exterior of the vessel will be painted in the new NIOZ colour scheme.



The first bulkheads in the new NIOZ colour scheme in the forecabin.

The most important systems have already been installed and connected in the engine room and technical hold. All of the fixed pipelines have been fitted. The engines have been installed, but still need to be adjusted and aligned, as the shipyard is still waiting for delivery of the drive shafts and hydrojets.



The engine room begins to take on its definitive form.

Schedule

The shipyard has received definitive information about the last few deliveries. The Hamilton hydrojets will not be completed in time to be shipped from New Zealand to the Netherlands within 5 weeks, so the hydrojets will be delivered by air. The time gained may prevent a delay in the completion of the vessel.

Special carbon-fibre drive shafts will transfer power from the Scania engines to the hydrojets. The Swiss manufacturer has reported that the shafts are already on their way to NGS, which expects to be able to complete the work on schedule.

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